

Advertisements.

THE NAGASAKI HOTEL, LIMITED.

CAPITAL \$130,000—
LOCAL CURRENCY.
(Payable in full in Nagasaki)
DIVIDED INTO 1,300 SHARES OF
100 DOLLARS EACH.

Directors:
F. RINGER, Esq. (Messrs. Holme, Ringer & Co.)
(Chairman of Directors)
F. G. STONE, Esq. (China & Japan Trading Co.)
M. GINSBURG, Esq. (Ginsburg & Co.)
D. ROBERTSON, Esq.
M. E. PAUL, Esq., M.D.

Bankers:
THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

Secretaries (pro tem.):
Messrs. HOLME, RINGER & Co.,
NAGASAKI.

Prospectuses and Forms of Application may
be obtained from the HONGKONG & SHANGHAI
BANKING CORPORATION at HONGKONG.
Share List for Hongkong will CLOSE March
15th, 1897.
Nagasaki, 16th February, 1897. [345]

ARMY CONTRACTS.

TENDERS will be received for the SUPPLY
of PROVISIONS, and for SERVICES
as below, required for the TROOPS at HONG-
KONG for 12 Months from 1st APRIL next.

- PROVISIONS:**
1. GENERAL SUPPLIES, including Beef, Mutton, Pork, Vegetables, Coal, Firewood, Oil, &c., &c.
 2. HOSPITAL SUPPLIES, including Beef, Mutton, Pork, Vegetables, Fruit, Wine, and Medical Commodities Generally.

- SERVICES:**
3. Provision of Launches and Boats, Coolies, Labour and Watchmen.
 4. Washing, Dyeing and Clothing.
 5. Scavenging, Sweeping, Chimneys and supplying Dry Earth.
 6. Lighting and supplying Oil for Lamps.
 7. Purchase of Empty Hogsheads.
 8. Purchase of Lead of Bullets Fired on Military Rifle Ranges at Kowloon.

Tenders must be made on Forms which, together with any further information required, may be obtained at HEADQUARTERS OFFICE, B. COMMISSARIAT BUILDINGS, between the hours of 10 A.M. and 4 P.M. daily on to the 2nd March, 1897.

Headquarters Office, B.
Hongkong, 22nd February, 1897. [344]

ZETLAND LODGE.

No. 121, E.C.
A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zetland Street, on MONDAY, the 1st
March, at 8.30 for 9 P.M. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 22nd February, 1897. [348]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above
Ports on THURSDAY, the 25th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 22nd February, 1897. [346]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship

"SUNGKIANG,"
Captain C. B. N. Dodd, will be despatched as
above on SATURDAY, the 27th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 23rd February, 1897. [347]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND CONTINENT.
THE Steamship

"GLAMORGANSHIRE,"
Captain Vyvyan, will be despatched for the
above Ports on SATURDAY, the 27th instant,
at Noon.
This Steamer has good Accommodation for a
few First-class Passengers and carries a Surgeon.
For Passage, apply to
DODD, WELLS, CARLILL & Co.,
Agents,
Hongkong, 23rd February, 1897. [350]

Intimations.

DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made in the finest manner, and are of a
superior quality. They are supplied by a
qualified English Chemist and will bear
comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 30th January, 1897. [427]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REQUESTED TO PAY THEIR SUBSCRIPTIONS
IN ADVANCE.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintage. All are
true Xeres Wines.

CLARET.—Our Claret, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and cane sugar,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
procured by the best local consignments
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINE and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 15th September, 1896. [6]

BIRTHS.

On January 13th, at 114, Park-street, London,
the Hon. Mrs. ALGERNON ARBON, wife of Comdr.
Arbon, R.N., E.M.S. Victory, of a son.

At Pakhoi, on the 13th instant, the wife of
E. L. B. ALLEN, Esq., H.M. Consul, of a son.

At 14, Quilman Road, Shanghai, on the 18th
instant, the wife of A. COZZU, of a son.

On the 2nd instant, at Tientsin, "La Grande
Maison Universelle," the wife of L. J. NEW-
MARCE, Imperial Chinese Railway, of a son.

MARRIAGE.

At H.B.M. Consulate, Chinkiang, on the 15th
instant, by W. R. Carles, Esq., ARCHIBALD
ORR-EWING, of the China Inland Mission,
Kichang, to Miss A. K. FERRIS, daughter
of T. F. Ferris, Esq., of New Southgate,
London, N.

DEATHS.

At Fochow, on the 4th instant, accidentally
drowned, WERNER KROHN, of Messrs. Siemens
& Kuhn.

At No. 18, Nanking Road, on the 16th instant,
ROSALIE SCHILLER, mother of Mrs. L. Rosenthal
and Miss Helen Schiller, of Shanghai, and
Alfred Schiller, of San Francisco, aged 62 years.

At No. 30, Trukki, Tokio, on the 10th instant,
HENRY HARTSHORN, M.D., L.L.D., of Philadel-
phia, U.S.A.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 23, 1897.

NOTES AND COMMENTS.

The duties devolving on the Editor of a
public journal are often both onerous and
irksome and they are, too, oftentimes very
unpleasant. It is impossible to please
everybody, no matter what opinion may
be expressed, and the duty of finding fault
gives little satisfaction to the critic, while
the revulsion of feeling caused by what
may be, in the public interest, very neces-
sary hostile criticism often makes those
whose duty it is to be ever on the alert
to safeguard the best interests of a large
constituency inclined to chime in with
our friend "Bobby" when he says his lot
is not altogether a happy one, simple as his
duty may appear to be to the uninitiated.
To-day, however, our duty is unquestion-
ably a very pleasant one, for it devolves
on us to congratulate the Government on
having made highly satisfactory altera-
tions in the status of some of the officials.
We refer to the promotion of Mr. T.
SARCOMBE SMITH (Pulse Judge) to the
highly responsible post of Colonial Treas-
urer, and the elevation of Mr. A. W.
BAXWILL (Acting Assistant Registrar-
General) to the summit of the Education
Department of this Colony, in which office
he succeeds Dr. E. J. ERTEL, who, we
believe, retires on a well-earned pension.
Mr. A. M. THOMSON, too, has not been
passed over and is, we understand, con-
firmed in the appointment of Postmaster-
General, the duties of which have devolved
on him for some time past.

We cordially join with Mr. SARCOMBE
SMITH's many friends in congratulating
him on his new appointment. He will be
the right man in the right place, for
a more painstaking official and one more
devoted to the public interest it would
be hard to find in any of the Crown
Colonies. He has hitherto given full
satisfaction to his chiefs in all the posts he
has held here, and has invariably earned
the gratitude and respect of the general
public as the result of the faithful per-
formance of his manifold duties. Mr.

SARCOMBE SMITH is still a young man. He
is now Colonial Treasurer. We predict
with confidence, that, if merit is the guid-
ing principle of promotion in the Civil
Service, he will not be a very old man
when he assumes duty as Colonial
Secretary somewhere.

The mantle of the Inspector of Schools
could not have fallen on more capable
shoulders than when it passed to Mr.
BAXWILL. He, like Mr. SARCOMBE SMITH,
has worked his way up the ladder
and receives office as the reward of
merit. The office is a difficult one to
fill, and it requires a man possessed of
special qualities to discharge the duties,
as Dr. ERTEL has ever done, in a manner
as once satisfactory to the powers that be
and creditable to himself. It is a pretty
big jump from Acting Assistant Registrar-
General to Inspector of Schools, but we
have full confidence that Mr. BAXWILL
will prove himself worthy of the confi-
dence reposed in him and that the
grand cause of education will not suffer
at his hands.

And now we have to take leave of Dr.
ERTEL—in his official capacity. We do not
say good-bye, and we sincerely hope
that many a week and month and
year will pass by before we have to
say farewell. The educational
movement in the Colony has developed
enormously since he held the reins of office.
He has discharged his duties in a
thoroughly conscientious manner from
first to last, and he deserves well
of the Colony. Many will live
to bless his memory; many indeed will
grieve when he is "called away." We
trust that many years of usefulness yet
remain to Dr. ERTEL, and that he will
receive liberal treatment at the hands
of the Government that his works in our
midst undoubtedly entitle him to. We do
not all get what we deserve, but Dr.
ERTEL will at least have a clear conscience,
feeling assured that he did his duty to
the best of his ability and that success
attended his efforts to promote education
among the rising generation.

We note that the arrival of an American
gunboat in the Menam River, close to the
city of Bangkok, gave rise a few days ago
to all sorts of sensational reports, and
these drilling into the office of the bellicose
Siam Press were promptly magnified
to quite an alarming extent; that is,
alarming if the Siam Press is to be taken
seriously. It at once put in print a leader
asserting that Siam is to be taken
seriously. It is "embroidered" with
France, Germany and the United States
and intimated that the American warship
had come to back up the American Minis-
ter's representations. Then it said that
the American flagship Olympia would soon
be in the Gulf of Siam; but as a matter
of fact it is the Detroit that has gone to
Bangkok. The arrival of the Austrian
cruiser Panther was next commented on,
it being thought that she had come to
"obtain some satisfaction for the murder
of the Austrian engineer Babel in the In-
terior" and that "the Powers are deter-
mined to have a settling up with Siam."

It appears likely enough that there are
at present German, British, American,
French and Austrian warships in Siamese
waters, but whether they have assembled
there in consequence of a rupture
between Siam and France, or because the
American Minister vigorously protested to
the Siamese Government in respect
of some slight difficulty between the
American Vice-Consul at Cheongmah and
certain native officials, we are not yet
informed. The independence of the
Kingdom is guaranteed by Great Britain
and France under what is known as the
January Agreement, signed last year,
and the only nation that seems to have
ignored the terms of that compact is
France, who still occupies the port of
Chantaboon, on the Gulf of Siam. It is
just possible that some difficulty may have
arisen in respect of the occupation of
Chantaboon. If, we say, possible, though
not very likely—just now. One thing we
do know is that as the independence of
Siam is guaranteed by France and
England no third Power can be permitted
to take action calculated to impair that
independence.

We have said that France and Great
Britain have agreed to uphold the inde-
pendence of Siam, but as there appears to
be some doubt about the terms of such a
compact we may as well point out that it
is stated in the January Agreement that
"Nothing shall hinder any action on
which the Two Powers may agree, and
which they shall think necessary, in
order to uphold the independence of
the Kingdom of Siam. They engage not
to enter into any separate agreement
permitting a third Power to take any
action from which they are bound by the
present Declaration themselves to abstain."
In face of these conditions and in the
absence of any reasonably probable cause
we decline to assume, as others have
done, that "war is in the air." We do not
think it in the slightest degree probable.

TELEGRAMS.

REUTERS MESSAGE.

THE EASTERN EMBOGLIO.

LONDON, February 23rd.
Lord Salisbury has intimated to the Powers
that before taking action against Greece he
is desirous of learning the views of the other Powers
regarding the future Government of Crete. He
himself is in favour of an autonomy similar
to that of Samoa. Italy and France agree with
Lord Salisbury, whilst Austria alone has accepted
the Emperor William's proposal to blockade the
Piræus.
An immense demonstration has taken place
at Athens, during which the King delivered a
stirring address from the balcony of the palace.
Karlavich and his Albanian, where the Turks
and Greeks are collecting in the frontier.

TELEGRAMS.

(From Kobe Chronicle)

NAVAL.

TOKIO, February 13th.
Admiral Ito, Vice-Minister for the Navy, is
reported to have decided to resign his post. It
is believed Admiral Yamamoto will be appointed
his successor.

THE YOKOHAMA SPECIE BANK.

TOKIO, February 12th.
The Yokohama Specie Bank is making inves-
tigations with a view to establishing agencies
at Amoy and Singapore.

THE CAPTIVE KING OF KOREA.

SEOUL, February 12th.
A number of Koreans under the leadership of
Cho Hei Shiki, have addressed a representation
to the King asking that his Majesty should re-
turn to the Royal Palace from the Russian
Legation. The petition was delivered sev-
eral days ago, and the petitioners have
since been travelling in front of the Russian
Legation waiting for a reply. A Royal
Message was issued to-day, announcing that
His Majesty would withdraw from the Rus-
sian Legation after the repairs of the Melrice
Palace have been completed. [Indefinite
enough!]

LOCAL AND GENERAL.

MR. G. D. PITZEPPE, of the British Consular
Service, Shanghai, has been transferred to
Chinkiang.

A LIGHTHOUSE has been erected at Bitokaku,
Tatpoh, Formosa, and has been in use since the
1st instant.

ACCORDING to latest advices from Japan there
have been heavy falls of snow all along the
west coast of Japan.

FOR taking "French leave" of his employer, a
house coolie was to-day fined \$10 or in default
of one month's confinement.

A FATAL fire broke out in a laundry in Kobe on
the 8th instant, by which five houses were de-
stroyed; three men perished in the flames and two
others were crushed to death by falling beams.

FROM the Japan Mail we learn that His Hon-
our Mr. Justice Mowat is visiting Nagasaki to
hold a Commission in Lunacy in the case of Mr.
A. Norman, proprietor of the Nagasaki Kiting
Sun and Express.

By the steamer Emeralds, which arrived here
yesterday from Manila, Mrs. Rozas, widow of
Francisco Rozas, who was shot in Manila on
account of suspicion that he took part in the
rebellion, was a passenger. Her three sons and
three daughters accompanied her.

We have it on very good authority that in view
of the approaching festivities in connection with
the Queen's record reign, all the ships of the
British and Foreign Squadrons in the East have
been invited to come to Hongkong for that
occasion. The Japanese are also contemplating
sending some ships here.

THE next meeting of shareholders in the Hong-
kong Hotel Company, Ltd., will be held at noon
on the 27th instant. The report of the Directors,
which reached us at about 5 p.m. to-day, sets
forth that during the last six months of 1896
the profit amounted to \$24,120.75 and that the
Directors propose to write off furniture and
fixtures \$5000; transfer to repairs and renewals
account \$4000, and carry forward \$447.38.

A NAVAL regatta took place in the harbour
yesterday and proved very interesting, the crew
of the Russian and American vessels competing.
A Firebrand crew took first prize (\$25) in the
cutter's race and an American crew won the
second prize. In the gig race a crew from the
Aclarity was first (\$25), crews from the Rurik,
second and third (\$25 and \$10), and an Aclarity
crew also took fourth prize (\$15).

THE latest report of the Eastern Telegraph
Company states that the revenue for the six
months ended Sept. 30 last amounted to £235,465,
from which are deducted £101,376 for the
ordinary expenses and £12,121 for expenditure
relating to repairs and renewals of cables, &c.,
during the half year. After providing £5,112
for depreciation of spare cable, £298
due to revaluation of currency assets, and
£5,817 for income tax, there remains a
balance of £199,740, to which is added £7,152
brought from the preceding half-year, making a
total available balance of £306,892. From this
balance there have been paid—Interest on
debentures and debenture stock, £20,291;
dividend on preference shares, £20,291;
two interim dividends of 2s. 6d. per share each
on the ordinary shares, £100,000—£140,922.
After carrying £10,000 to the reserve fund for
maintenance of ships, £75,000 to the general
reserve fund, £10,000 to the Fire Insurance
Fund, and £10,000 to the Land and Buildings
Depreciation Fund, there remains a balance of
£41,977, which is carried forward to the next
account. The revenue includes £23,186
dividends for the half-year upon the Company's
shares in other telegraph companies.

LAST night's performance of "Les Cloches de
Corneville" at the Theatre Royal by the Am-
ateur Dramatic Club was a decided improvement
upon that of the opening night. The prun-
gall was had judiciously applied, and every-
thing running smoothly the piece was concluded
some twenty minutes earlier than on Saturday.
Several of the hints given in our critique have,
we notice, been taken in good part and acted upon,
to the improvement of the general effect. Mrs.
Mitchell had recovered from the slight nervous-
ness which somewhat marred her rendering of
the part of Germaine in the first performance.
Goby and the Belle were again immense, but
unfortunately the instrumental effects introduced
by the latter in the Hiding Place scene broke down.
We notice that several alterations have taken place
in the dresses of the chorus—One thing, how-
ever, we cannot let pass unnoticed, and that is
the apparent want of enthusiasm among the au-
dience. Although applause was frequently given
the house seemed to be afraid of making a noise
and gave out the impression of being in an as-
sembly that had recently undergone some great
bereavement which prevented the individual
members giving full vent to their feelings of ap-
probation. Possibly the notice that no encore
could be responded to may have had something
to do with it, but still the impression was forced
upon us that there was justification for much
more enthusiasm.

THE Council of the Royal Colonial Institute, on
behalf of about 4,000 Fellows residing in all parts
of Her Majesty's dominions, have presented a
memorial to the Marquis of Salisbury
suggesting the advisability of taking early steps
for the unification of time at sea, a question of
world-wide interest which has been brought
under the consideration of the Council by the
Royal Society of Canada, an important and
influential body which has invited their co-opera-
tion in strongly advocating this reform in the
interests of navigation and commerce.

AT the Police Court to-day two women were
sentenced to 6 months' hard labour, and a third
was bound over to be of good behaviour, for
having been concerned in a child-stealing case.
It appears that a little girl of 13 was sent to the
market by her mistress to buy food and a boy
snatched the money from her hand. She chased
him until she lost herself, when two of the
women took her to a house and locked her up.
They then attempted to extort money from the
mistress before delivering the girl and the police
were put on their track. Chinese Constable 137
especially distinguished himself and he was to-
day commended by the Bench for his smartness.

In connection with the recent prosecution of Miss
Jacob the Yokohama papers publish the follow-
ing correspondence on the 14th inst.—"13th
February, 1897. Madam, I am this moment
and for the first time, in receipt of proof which
is conclusive to my mind that you were not the
writer of the A. L. letters; and I now hasten to
ask you to accept that apology which I have
heretofore been unable conscientiously to offer you
for the pain and mental suffering to which you
have been put in consequence of the charge I
considered it my duty to prefer against you, and
which I am now convinced was unfounded.—
Very faithfully, J. F. Lowder.—Miss Mary Esther
Jacob, No. 2, Bluff." "Yokohama, 13th February,
1897.—J. F. Lowder, Esq., Present. 'Sir,—On
behalf of my client, Miss Mary Esther Jacob,
I have to acknowledge, with thanks, your letter
of this date addressed to her—I am, sir, yours
sincerely, Geo. H. Seidmore."

THE Health News for November, 1896, a copy
of which we have received from the publishers,
contains many interesting articles dealing with
social and sanitary matters. The "Lowering of
the General Death Rate" is ably dealt with by
Sir Joseph Ewart, M.D., F.R.C.P., &c., who
carefully analyses the returns of deaths from
different diseases for a considerable period. In
the three years 1893-95 the death-rate per
million from 1893-95 was 219, but in 1896-97 it
had diminished to 22, while in the same periods
death from the group of fevers including enteric,
typhus, &c., fell from 793 to 191 per million of
population. Tuberculous diseases, on the other
hand, appear to have maintained a uniform
death-rate and show no such diminution.
The balance of the articles chiefly deal
with adulteration of food stuffs, hygiene, and
health subjects generally, while quick
notions are exposed with the greatest
possible candour, and as becomes the official
organ of the Anti-Adulteration Society, a notice
appears on the cover to the effect that all quick
advertisements are rigorously excluded. The
Health News, with its excellent articles and
learned reports of sanitary and social evils,
which are found in Hongkong a rich harvest
of matter for comment and denunciation.

We have received a copy of the Medical
Reformer for 31st December, 1896, which is
apparently a journal started with the object of
backing up the Blitt Dietetic System, by which all
diseases to which flesh is heir are to be treated
and cured without the aid of drugs. Dr. Blitt,
in a series of articles, explains his method of
treatment, which consists in prescribing different
foods for the patient calculated to counteract the
effects of the disease from which he or she may
be suffering, for, according to the founder of this
system of treatment, all diseases arise from
neglect of the rules of diet. Fermentation he
asserts to be the true secret of life, and hence on
the fermentation of the food taken depends the
health of the body and the continuity of the vital
spark. Under this system a consulting hospital
has been established styled the Naturopathic
Institute, where all diseases are to be treated on
dietetic lines. A long list of questions to be
answered by those in need of treatment is pub-
lished and is, if anything, more searching than
the list of questions attached to an application
for a life insurance policy. Among the diseases
enumerated as capable of cure by diet is curvate-
ure of the spine, and we must remark that we
fail to see what effect the food can have upon
that particular portion of the human anatomy.
Dr. Blitt's system will doubtless recommend
itself to those hypochondriacal persons whose
imaginary ailments are as numerous as the
printer's errors in Dr. Blitt's paper, the Medical
Reformer.

SIX men were brought up at the Magistrate's
court charged with "gang" robbery were
remanded till Monday. It appears that four of
them first went to a shop No. 141 Queen's Road
Central, at 9.45 p.m. on Saturday, the place
being jointly occupied by a money changer and
a druggist. A little boy, who saw them enter the
kitchen, informed a constable and they took
the alarm and cleared off. A quarter of an
hour later some half dozen similar visitors
armed with revolvers came to 264, Queen's
Road Central, occupied by a goldsmith and a
jewellery dealer. They unified the inmates and
ransacked the place, taking jewellery, money,
&c., to the value of \$600, and then left. The
police at the Central Station were notified soon
after and the Water Police were put on the alert
by a check being fired from Pedder's Wharf. On
Sunday morning, "from information received,"
Inspector Stanton, Sergeant Melvill, Inspector
Hennery, and a posse of Chinese detectives
and plain-clothes men went to No. 9 of First
Street which place was strategically surrounded.
The inspectors, the Sergeant and a couple
of Chinese detectives entered the place and
arrested four men. A search was made
and on two of them were found packets of
earrings, hair ornaments, gold bangles, and
other jewellery which had been stolen from 264,
Queen's Road Central, and a jemmy was also
found concealed under the eaves of the house.
The jemmy exactly fitted the marks made on
the boxes and drawers. The landlord of the
house and another man were also arrested and
the six were promptly taken to No. 7 Police
Station, where the persons robbed. Identified
as the culprits. A loaded revolver was
found in the room, and one of the men resisted
very violently.

THE SUICIDE ON THE "GRAFTON."

INQUEST TO-DAY.

At the Magistrate's to-day an inquest was held
regarding the death of Captain John
Ward, R.M.L.I., of H.M.S. Grafton, whose body
was found on board the vessel yesterday with a
gunshot wound in the head.

Commander Arthur Hewitt, of H.M.S. Grafton,
deposed that on the 22nd inst., about
1.10 p.m., he was in his cabin and heard a rifle
shot on the starboard side of the ship; witness
was struck by splinters of wood and saw the shot
come through the after bulkhead. He at once
went to the next cabin aft; he found the
deceased severely wounded in the head with a
rifle shot. The rifle was lying alongside him,
and he was bareheaded, with one leg bent half
up, appearing as if he had pulled the
trigger with his toe. Witness at once
sent for the doctor and reported the occurrence
to the captain. Deceased joined August of last
year and came from hospital, being turned over
to the Grafton from the Edgar. By the
Captain's orders the door was closed and a sentry
placed there after the doctor reported death.
Deceased came from shore list at 11 a.m. on the
22nd inst. and was placed under arrest about
a quarter of an hour after. He had gone
ashore some time on the previous day.

To His Worship—Had reason to believe
deceased was in serious pecuniary difficulties.
He had not been under arrest before. Witness
had ascertained that deceased had been in-
stated by a brother officer outside the Hongkong
Club at 12.30 the night before. Witness
should say deceased was not sober when the
shooting took place. Had never heard him
make any threat of taking his life. Witness
had the reason in deceased's cabin yesterday
placed in security after his arrest. The arms
rack was immediately outside his cabin. On the
previous Saturday, 20th inst., he had been in
charge of a firing party. Deceased had 50
rounds of ball cartridge in his charge for issuing
to sentries in case of emergency. The arms
were secured on the recommendation of Staff
Surgeon Crowley. Witness noticed nothing
strange about deceased, but thought him won-
derfully steady when before the Captain. A packet
of cartridges was found on deceased's bed, one
round having been used.

Two mine managers at Coolgardie have been robbed by armed men of £700 in notes whilst they were proceeding to the mines to pay wages. The robbers, who were disguised, left their victims tied up to trees.

Chief Justice Way has been appointed Australian representative on the Executive Committee of the Federal Council.

There was a general understanding arrived at that if federation to not soon accomplished through the Convention the larger movement will be abandoned and efforts will be directed towards strengthening the Federal Council and securing the admission of New South Wales and South Australia.

An authoritative opinion has been expressed that Chief Justice Way must vacate the judgeship. Leading papers in the other colonies applaud his election to the Privy Council.

Earl Kilmore, one of the directors of the Anglo-French Goldfields, has left London for Adelaide to resume negotiations for the construction of the Transcontinental Railway.

It is announced that the American President has expressed himself very strongly against the annexation of Hawaii by the United States.

The Colonial Secretary is manifesting a strong desire to see the colonial premiers accept England's invitation to visit London for the June festivities.

Haines selected Stephenson in a race on the Tyne by a few lengths.

Dalmio, the Australian horse, is quoted at 25 to 1 for the Liverpool Grand National Steeplechase.

Excessive heat prevails throughout the colonies.

The plague at Bombay has now broken out in the goal there, and it is proposed to take the prisoners into the country to escape infection.

Cousins Cowley has been granted a decree nisi for divorce on the grounds of her husband's adultery and cruelty.

February 24th.

Gollan's Australian horse Norton has won a steeplechase at Wolverhampton.

Dalmio is now at 20 to 1 for the Liverpool Grand National.

Craze won the Australian chess championship, played at Warrambool.

SWATOW NOTES.

(From our own Correspondent.)

Swatow, February 22nd.

More changes in our community! No sooner do we welcome our Consul back than we hear he is leaving again, having been appointed to the better post of Tientsin. He is to be congratulated on the promotion, after his long service. Mr. Mansfield, late Consul at Foochow, and now on his way out from home, relieves him here. Many more changes are impending. If all the applications for leave are granted, the entire personnel of the Customs (indoor staff) will be changed, besides some movements among the mercantile community.

The German Consul Corman arrived on the 20th from Hongkong and leaves again to-morrow for Amoy.

Referring to my notes of 18th ult., the military officer, sent on from Canton with 500 bayonets to quell the disturbances in the country district, has returned here with his men, en route to the City of Rams, being unable to do any good with the small force at his disposal. This is a sample of the utter incapacity of the Chinese authorities to cope with internal troubles. It was different in the day of General Fong.

We have had too much "weather" during the past week. Not a glimpse of the sun—dull cold rain, turning to heavy rain yesterday. It seems inclined to clear up to-day.

The Imperial Chinese Post is working very well and takes nearly all our local letters, both for North and South. When we can send letters weighing 1 oz. to Hongkong for 4 cents, letters to the Customs, against the British Post Office rate of 5 cents, we don't trouble the latter much. Let your Postal Authorities read, mark, learn, and inwardly digest this fact.

THE AUSTRALIAN HORRORS.

CAPTURE OF BUTLER AT SAN FRANCISCO.

Some few weeks ago we published an account of the shocking murders of Captain Lee Weller and Mr. Preston while on board a vessel with a man named Butler. New South Wales, several other murders were also attributed to Butler, the property of the missing man having been seen in his possession, and he shipped on the *Swanilda*, a sailing vessel, at Newcastle for San Francisco, taking Lee Weller's name. When, as we have published already, it was known that he had gone in this vessel, two detectives, McChattell and Conroy, who knew Butler, left Sydney by the Vancouver mail steamer to intercept Butler at San Francisco. That they have been successful the following telegram from papers to hand by to-day's Australian mail will show:

LONDON, February 23rd.

Butler, the supposed Glenbrook murderer, was arrested at San Francisco on the arrival of the *Swanilda* at that port.

The arrest was effected very quickly, the vessel being boarded by a number of police and detectives outside the harbour at San Francisco. Butler, being pointed out, a revolver was pointed at him by an American Police Sergeant and he at once surrendered.

Butler maintained an exceedingly cool demeanour, but although he made a statement affirming his innocence, he also made various incriminating admissions.

It is also reported that in his kit were found a number of articles belonging to the men whom he is charged with having murdered.

It is expected that he will leave San Francisco for Australia by the steamer *Montevideo* on Saturday.

February 4.

Detectives have arrested Butler, the New South Wales murderer, on board the *Swanilda* at San Francisco. He owned to an acquaintance with Lee Weller, whose boots he was then wearing, and the police have discovered much incriminating evidence in the prisoner's kit. His capture has given great satisfaction throughout the colonies.

ANOTHER VICTIM.

Since the discovery of the Glenbrook murders search has been continuously made for a young man named Leash, who was known to have started on a prospecting trip with Butler, and his body has now been found in a dense scrub twenty miles from Warrambool.

The man has evidently been murdered and the body has been identified as that of Butler's companion.

Later reports, however, show that there is some doubt as to the identity of the murdered man. In any case there is another missing man named Burgess, who was associated with Butler about the same time.

The inquest on the body of the man supposed to be Burgess, and who was also supposed to have been one of the victims of Butler, the alleged Glenbrook murderer, has been concluded, and the body has been definitely identified as that of Burgess.

A verdict of wilful murder against Butler has been returned.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD.

The tenth ordinary annual meeting of shareholders in the above Company was held at the Company's Office, No. 4 Praya Central, at noon to-day. The Hon. J. J. Bell-Irving presided and there were also present Hon. C. R. Chater, Mr. D. E. Atkin, C. S. Sharp, P. Sachse, D. R. Sisson, St. E. S. Whistler, C. Buermann, N. A. Sills and E. S. Whistler (Director), Messrs. J. Gorman, P. Jordan, H. Gaskill, R. C. Wilson, Ho Tung, R. E. Kobzar and Mr. E. Osborne (Secretary).

The Secretary having read the notice convening the meeting.

The Chairman, addressing the shareholders, said—Gentlemen, as is usual I propose to take it for granted that you have read the Report, which has been in your hands for some days. It deals with the tenth year of the Company's existence and the accounts, which in their new form are, I hope, clear to every shareholder, show the gross receipts and net profits to be the largest since the Company's formation. A satisfactory feature in connection with these receipts is that they have been earned entirely on what might be called solid business, that is to say there have been no windfalls or exceptional sources of revenue as in former years, and the figures quoted may be accepted as an indication of the normal business of the Company. The expenses unfortunately kept pace with the receipts, but this is only what must be expected seeing that a large proportion of our revenue is derived from a class of work in which the profits are the profits on labour, and in which the Company has to meet the competition of natives in the same line of business. During the early months of the year it became evident to your Directors that the rates quoted by the Company were insufficient to yield even a moderate return of your capital, and they were of opinion that circumstances justified a small increase. This small increase, which was made applicable equally to the Landing and Storing business, took effect from 1st September last, and the accounts for the year have therefore benefited by an increase to the extent of four months only.

An important event of the year's working was the acquisition of the Wharf and Godown and Storage Company's business, the details of which I need not trouble you with. Suffice it to say that the arrangement practically amounts to the Wharf Company guaranteeing an 8 per cent. dividend on the paid up Capital of the Wharf and Godown Company for 10 years, in return for which the latter hand over their premises and goodwill, and retire from active business for that period. So far as can be seen at present the direct profits alone resulting from this acquisition justify the steps taken, and there have been indirect benefits which made it desirable, and should have an important bearing on the future of the Wharf Co. The West Point Godown is practically complete and already earning a fair amount from storage. The Directors look for good results from the working of these godowns, and should their expectations be realized, it is in contemplation to build two more on the site of the present transit shed. As pointed out in my remarks at our last year's meeting the Company's assets represented, by land and buildings stand in the books at a value considerably below their real value, and the profitable property such as wharves, launches, lighters, rolling stock, &c., have been written down to a point representing as near as possible their actual worth to-day. Nevertheless the suggested appropriation of profits will, I trust, merit the approval of shareholders, who will doubtless agree with the board in recognizing the necessity of writing down the perishable property, and making liberal provision for repairs, which must in large measure constitute a heavy drain on the Company's resources. The repairs for the year were largely costing \$25,350, and in accordance with the suggestion in last year's report, and which was approved by shareholders, this amount has been debited to depreciation and repairs account, which, after transferring to it \$15,000 from working account, now stands with a credit balance of \$75,150. With the renewal of No. 2 wharf, which will be shortly completed, the wharves will be in first-class order, and should not under ordinary circumstances require any large expenditure for some years. It must be borne in mind, however, that the life of a wooden wharf in these waters is approximately of only from 10 to 15 years duration, and provision must be made accordingly. Before closing I should like to refer to a matter touched upon in the report, viz. the plague, which with us, as with all large employers of labour, constitutes a very serious menace to our business even more so perhaps to the Wharf Company than other industrial establishments, because a plentiful supply of cheap labour is with us a *sine qua non*. Everything that we can do to secure a supply of clean and healthy dwellings for our employees is therefore attended to and it is to be hoped the precautions thus taken will be efficacious to the company in the event of a recurrence of the disease this summer. These are all the remarks I have to make. Before moving the adoption of the report and accounts I shall be pleased to answer any questions.

The Chairman—There being no questions I beg to move the adoption of the report and accounts as presented.

Mr. Wilson seconded, and on being put to the vote it was carried unanimously.

Mr. P. Jordan now moved that Messrs. G. B. Dodwell, A. Woolley and J. Kramer having resigned their seats on the Board upon leaving the Colony, and their places having been taken respectively by Mr. E. S. Whistler, H. A. Ritchie and C. Buermann, and Mr. E. Sachse also having completed a seat on the Board, these appointments be confirmed.

Mr. R. C. Wilson seconded and the motion was carried unanimously.

Mr. Gorman proposed, and Mr. Ho Tung seconded, that Messrs. F. L. Henderson and W. H. Potts be re-elected auditors.

On being put to the vote this motion was also carried unanimously.

The Chairman—That closes the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready to-morrow.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship Sir J. W. Carrington, C.M.G., Chief Justice.)

February 23rd.

LEE PANG AND OTHERS v. YEUNG MING SHAM.

The plaintiffs sought for the recovery of commission on an agreement of \$10,000.

Mr. J. J. Francis, Q.C. (instructed by Mr. E. Sachse), appeared for the plaintiffs and Mr. E. Sachse (instructed by Messrs. Deacon and Haslop) appeared for the defendant.

The evidence of Lee Pang occupied the court the whole day and he was cross-examined at considerable length by counsel.

The case was adjourned till Monday, 1st March.

THE GERMAN COMMERCIAL MISSION.

Mr. George Strachey, the British Minister Resident at Dresden, writing to Lord Salisbury on the 1st of this month in reference to the commission of German experts which is proceeding to Eastern Asia for the furtherance of German commercial and industrial objects there, says that the idea arose in consequence of the discovery made that China and Japan were selling their whole silks in the European markets at lower prices than Crefeld and Elberfeld were taking for half silks. The Leipzig Chamber appeared to disapprove of the scheme, which, Mr. Strachey states, is also unpopular in Hamburg. The explanation in the latter case is that "the Hanseatic traders are satisfied with their present footing in China and Japan, whence they derive large gains, which, they think, would be endangered by intrusive rivals in the export trade of industry and commerce in Eastern Asia, as they are general knowledge by a commission of experts."

The commission is to investigate the particular matters of German exports to Eastern Asia, and report whether other countries' exports are superior or inferior, and how far German deficiencies can be remedied. It has also to study the recent growth of Japanese industry, the state of the local banking business as respects commercial dealings in both directions, the advantages and disadvantages of the position in Eastern Asia, the local investments of German capital, how far the Imperial Government accords sufficient attention and protection to German industrial interests in Eastern Asia, and what, in all considerations, should be borne in mind in negotiating commercial treaties with East Asian countries.

INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer of the Indian Famine Relief Fund begs to acknowledge receipt of the undated subscriptions:—

Already acknowledged	\$42,500
C. P. R. Office Staff	125
H. E. St. William Robinson, K.C.M.G.	100
Second Prize for Tag-Of-War won by the Scotch Police at William's Circus	75
Half Prize for Tag-Of-War won by the Scotch Police at William's Circus	37
Mr. J. H. Stewart Lockhart	25
Hon. F. A. Cooper	20
E. Bowdler	20
J. F. Boulton	20
G. Safford Northcote	20
Hon. A. M. Thomson	20
Hon. R. M. Rumsey	20
J. R. C. Hastings	10
Captain L. H. H. H. H.	10
Hugh MacCallum	10
Frank Brown	10
P. Power, Hotham	10
N. S. Levy	10
Mrs. Mahomed	5
Respite	5
Sanitary Road Staff	50
Public Works Department	50
Staff	30
Honorary Office Staff	30
Civil Hospital Staff	27
Post Office Staff	25
Goal Staff	25
Treasury Office Staff	22-50
Magistracy Staff	15
Observatory Staff	10
C. S. O. Staff	4
Total to date	\$43,210

SUBSCRIPTION LIST.

Subscription Lists will be found in the various Banks, stores, and Clubs in the Colony.

THE NEW CRUISER FOR THE CHINA STATION.

We report elsewhere (says the *L. & C. Express*) that the *Powerful*, cruiser, is to be added to the British Squadron in China. As the *Terrible*, Captain W. H. Fawkes, has recently completed her steam trials, and as she is every way adapted to the *Powerful*, it will be of special interest to give the particulars of the *Terrible* as she is a speed performer almost unequalled, having reached a speed, on a four hours' trial, of 22 1/2 knots an hour. We, of course, exclude torpedo craft, which can scarcely be brought into comparison with a 14,000-ton cruiser, since in their design everything has been made subservient to speed; whereas in the *Terrible* and her consort, the *Powerful*, there are all the qualities that go to make up a fighting ship. Moreover, the high speed has not been got at the expense of endurances, since either of the two may stay in New York and back to 30 knots without re-coaling, or may go for 10,000 miles at 14 knots. After thirty hours' continuous steaming on 7th and 8th Jan. at 20 knots speed, or 18,000 indicated horse-power, the *Terrible* anchored in Plymouth Sound on the night of 8th, and went on her full power eight hours' run the next morning. Usually a day's intervals to enable everything to be put into order again, but this was not necessary in the case of the *Terrible*. On 7th the vessel steamed from Spithead every to the westward to the Scilly Islands, experiencing a rough weather, frequent rain squalls, with lightning at midnight. On 8th three runs were made between Dodman Point and Ram Head, on the Cornish coast, and it is interesting to note that the speed was exactly the same as in the case of the *Powerful*—20 1/2 knots, practically 22 knots. The mean power for this speed was in the case of the *Powerful*, 18,670 indicated horse-power, and in the case of the *Terrible* 18,320 indicated horse-power. Again, for the whole thirty hours' trial there is remarkable similarity in the mean results. The revolutions made by the *Powerful*'s engines were 102 1/2 per minute; by the *Terrible*, 102 1/2; the power in the former was 18,435 indicated horse-power, and for the latter 18,495. There has been a progressive improvement in coal economy: in the *Powerful* it was 18 1/2 lb. per indicated horse-power per hour; now the same indicated horse-power is obtained on a similar trial to 17 1/2 lb. This fractional gain, or 18,000 indicated horse-power means nearly a ton per hour. The new vessels now building are to have an improved type of boiler, which, it is hoped, will give an extra efficiency of 20 per cent., so that from the point of view of fuel consumption, the water-tube boiler need not be any more extravagant than the ordinary cylindrical type.
The trial of the 4th strongly marked the realization of the advantages claimed for the water-tube boiler, corroborating fully the results in the *Powerful*. There was a four hours' trial at 25,000 indicated horse-power, and a subsequent four hours' run at 22,000 indicated horse-power, making practically an eight hours' full-power trial. The *Terrible* slipped out of the harbour at Plymouth shortly after eight o'clock, and in this showed wonderful seaworthiness.
The *Powerful* is a ship that has been built for the purpose of being a fleet.

Captain W. H. Fawkes, who has been in command, is high in his praise of the qualities of the vessel. Full power was quickly realised. With the ship moving however slowly, 30 or 40 minutes' notice, for full power to be reached. In the first four hours' trials at full power three runs were made—twice against the wind and once with it—over the measured course of 33 knots. One of them was made at a speed of 22 1/2 knots; but mean was greatly reduced by the last run, owing to an increase in the force of the wind. In the earlier runs the wind velocity was equal to the ship; the smoke travelled almost in advance. The power was easily got; the mean for the four hours was 25,575 indicated horse-power, and the mean speed 22 1/2 knots. At times "steam" was blowing off; and for a considerable period 26,470 horse-power was indicated, so that the vessels would be well able to make a dash in action. The mean speed attained is rather better than that got with the *Powerful*, but the propellers are different, so that progressive speed trials are to be made to test the relative efficiency. The 25,000 indicated horse-power trial was equally satisfactory. The mean revolutions were 102 1/2, and the power 22,282 indicated horse-power. The power, alike in the *Powerful* and the *Terrible*, is equal to nearly 2 1/2 indicated horse-power per ton in the boiler-rooms, and this, under natural draught conditions, in no ship has been exceeded with forced draught, and this has never been found to give satisfactory results in service. Recent ships, however, have only given about 17 indicated horse-power per ton. Thus it is computed that for the same speed ordinary cylindrical boilers for the *Terrible* and *Powerful* would have necessitated an increase of about 500 tons to the weight. Sir William White and Mr. A. J. Durston are to be congratulated, the former on the new record of speed, and the latter on the justification afforded, both by the *Terrible* and *Powerful*, of his progressive boiler policy, which has made such a record speed more easily realised.

A naval correspondent writes:—Steaming in these two ships has now been reduced to a system which very nearly approaches perfection, being regulated by a clock which is exhibited in each stokehold. No two fire-doors are ever allowed to be open together, and every fire is left undisturbed for eight minutes at a time. The temperature of the boiler-rooms since the application of silicate of cotton to the funnel casings and the lengthening of the funnel has been so much reduced that the ventilating fans are rarely used, producing both economy and comfort. During the four days and three nights that the *Terrible*'s high power speed trials lasted, when officers and men were on continuous duty, by watches, not one single case of sickness among the 500 occurred, which says much for the power of every vessel to resist a physical strain they are perhaps not likely to encounter again in their lives.

THE NATIONAL BANK OF CHINA, LIMITED.

The following is the report of the Directors to the shareholders for the year ending 31st December, 1896:

To the shareholders of the National Bank of China, Limited.

Gentlemen—The Directors have now the pleasure to submit to you the accounts and balance sheet for the year ending 31st December, 1896.

The net profit, including \$4,218.84, brought forward from the previous year, after paying all charges, amount to \$62,314.46, from which we propose to transfer \$12,000 to the reserve fund and to pay the same dividend as before, viz. 20 p. cent. per share, at 25 p. cent. 7-1/2 p. cent. here, which amounts \$4,734.54, leaving the amount of \$5,599.92 to be carried forward to next account.

Mr. Stolterfoth and Mr. Kwan Ho Chuen retire in rotation from the Hon. Office Board and Mr. Watson from the London Committee, and being eligible for re-election offer themselves accordingly.

The accounts at the Head Office have been audited by Messrs. J. H. Cox and W. Hutton Potts and in London by Messrs. Deloitte, Dewar & Griffiths, chartered accountants.—Your obedient servant,

HERM. STOLTERFORTH, Chairman.

Hongkong, 9th February, 1897.

BALANCE SHEET 31st DECEMBER, 1896.

Liabilities.

Capital, 750 fully paid founders' shares of £1 each (at par of 30s).....\$5,000.00

Capital, partly paid, £25,344 (at par of 30s).....2,167,656.55

Reserve fund.....70,000.00

Notes in circulation.....498,785.00

Fixed deposits, current and other accounts.....3,709,110.08

On drafts, acceptance and endorsements (bills re-discounted).....2,120,827.76

Balance of profit and loss account.....62,314.46

\$8,633,734.85

Assets.

Cash on hand and at Banks.....\$12,470.40

Government securities belonging to the Bank.....700,334.79

Bills receivable, loans and advances.....6,611,370.66

Furniture, stationery and stamps.....38,830.30

Adjusting account (exchange and interest).....370,807.70

\$8,633,734.85

PROFIT AND LOSS ACCOUNT, 31st DECEMBER, 1896.

Dr.

Charges, directors' fees, and salaries.....\$112,441.43

Amount to be placed to reserve fund.....12,000.00

Dividend account, proposed payment of 20 p. cent. per share on 42,453 shares, at 25 p. cent. 7-1/2 p. cent. at exchange of 25.10.....47,734.54

Balance to be carried forward to next account.....2,599.92

\$62,314.46

By amount brought forward from last year.....\$42,188.84

Gross earnings for year ending 31st December, 1896.....170,557.05

\$674,775.89

By amount brought forward from last year.....\$70,000.00

By amount now to be added, as above.....12,000.00

\$82,000.00

RESERVE FUND, 31st DECEMBER, 1896.

To account carried forward.....\$82,000.00

\$82,000.00

By amount brought forward from last year.....\$70,000.00

By amount now to be added, as above.....12,000.00

\$82,000.00

\$82,000.00

\$82,000.00

\$82,000.00

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NOT A D A.

CALENDAR.

FEBRUARY.

Meteorological means based on ten years' observations to 1885.

Barometer.....30.14

Thermometer.....57.3

Humidity.....79

Rainfall.....1.76 inches.

TO-DAY.

WEATHER REPORT.

On data at On data at

Barometer.....30.14 30.03

Thermometer.....65 56

Humidity.....79 77

Rainfall.....

Tuesday, 23rd February, 1897.

Chinese—23rd of 1st moon of 23rd year of

Jewish—21st Adar, 5657. [Kwong-si.]

Mohammedan—20th Ramadan, 1311. (Fast month.)

Sun—Rises.....6hr. 28min.

Sets.....6hr. 58min.

High water—Morning.....1hr. 20min.

Afternoon.....1hr. 18min.

Low water—Morning.....6hr. 55min.

Afternoon.....6hr. 53min.

ANNIVERSARIES.

1835—Opium seized and burnt by the Canton authorities.

1841—Hostilities between England and China recommenced.

1843—French Revolution broke out.

1857—The steamship *Queen* captured and burnt by pirates.

1867—First stone of the Hongkong City Hall laid.

1896—Explosion of a powder magazine at Kiangyin; 200 lives lost.

TO-MORROW.

Wednesday, 24th February, 1897.

Chinese—24th of 1st moon of 23rd year of

Jewish—22nd Adar, 5657. [Kwong-si.]

Mohammedan—21st Ramadan, 1311. (Fast month.)

Sun—Rises.....6hr. 28min.

Sets.....6hr. 58min.

Intimations.

It is
WASTE OF TIME
for us to "put" our preparations, as every maker's goods are "the best" in
his own estimation.

PEACH-BLOSSOM SOAP
AND
CHAMPAGNE BITTERS,
are number ONE.

Proprietors,
Hongkong, 13th February, 1897.

WATKINS & CO.,

THE CLUB HOTEL
5, RUND, YOKOHAMA.

HOTEL METROPOLE,
1, TSUEJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures, every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

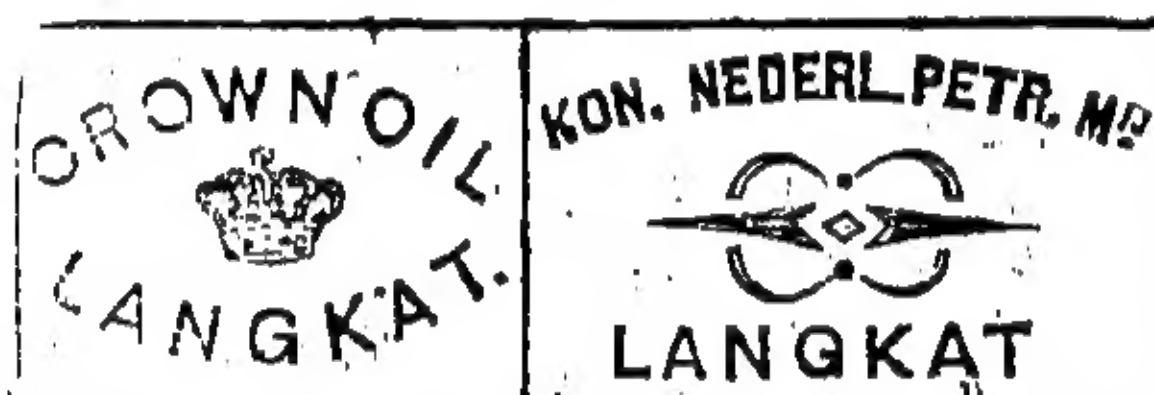
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.

L. DEWETTE, Manager,
TOKYO.

REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that DE KONINKLIJKE NEDERLANDSCHE MAATSCHAPPIJ TOT EXPLOITATIE VAN PETROLEUMBRONNEN in NEDERLANDSCH-INDIË, of APPELHUIDSTRAAT No. 4, THE HAGUE, HOLLAND, have made application to His Excellency the GOVERNOR under the Provisions of Ordinances Nos. 16 of 1873 and 20 of 1895 for leave to Register a TRADE MARK, representation of which appears below, in respect of PETROLEUM.



HERBERT HADDAN & CO.,

PATENTS, REGISTRATION OF TRADE MARKS, DESIGNS AND COPYRIGHT AGENTS.

LONDON, ENGLAND.

Dr. KNORR'S ANTIPYRINE

"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

Masonic.

EOTHEN MARK LODGE, No. 264.
A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 24th instant, at 8.30 (or 9 p.m., precisely). Visiting Brethren are cordially invited to attend.
Hongkong, 15th February, 1897.

To be Let.

DWELLING HOUSES—
HOUSES in KIPON TERRACE, HARFORD, at MAGAZINE GAP.
"THE KENNELS" in MAGAZINE GAP. FLOORS in BLUE BUILDINGS. GODOWNS in BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
HONGKONG, 18th February, 1897.

TO LET.

N.O. 18, HOLLYWOOD ROAD.
Apply to
DAVID SASSOON, SONS & Co.
HONGKONG, 15th December, 1896.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP. VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.
THE Company's Chartered Steamship

"BALMORAL."
Commander MacRitchie, will be despatched as above on SATURDAY, the 27th instant, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 19th February, 1897.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI, VIA SWATOW.
THE Company's Steamship

"TAIWAN."
Captain Price, will be despatched as above TO-MORROW, the 24th instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 22nd February, 1897.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship

"DARDANUS."
Captain Gregory, will be despatched as above TO-MORROW, the 24th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 22nd February, 1897.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"ENERGIA,"
to sail about 25th February, 1897.
S.S. "STRATHLEVEN," to sail about 7th March, 1897.
S.S. "MACDUFF," to sail about 22nd March, 1897.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, 12th February, 1897.

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN (DIRECT).
THE Company's Steamship

"KWEIYANG."
Captain Osterhede, will be despatched as above on SATURDAY, the 27th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 22nd February, 1897.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AIRLINE."
Captain Ellis, will be despatched for the above Ports on SATURDAY, the 27th instant.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 18th February, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"PROMETHEUS."
Captain Day, will be despatched as above on MONDAY, the 1st March.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th February, 1897.

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)
FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TOKIO MARU."
Captain E. S. Barrow, will be despatched for the above Ports on FRIDAY, the 26th March, at 4 P.M.
This Steamer possesses Superior Passenger Accommodation and carries a duly qualified Doctor and a European Stewardess.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd February, 1897.

SAILING VESSELS.

FOR SAN FRANCISCO.
THE British Barque

"SUMBAYA."
Rehberg, Master, will lead here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 7th December, 1896.

FOR NEW-YORK.

THE 3 1/2 A.T.I. American Ship
"BENJAMIN SEWELL."
Sewall, Master, shortly expected from Shanghai, will lead here and will be despatched by and of February.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 6th January, 1897.

FOR SAN FRANCISCO.
THE 100 A.T.I. British Ship

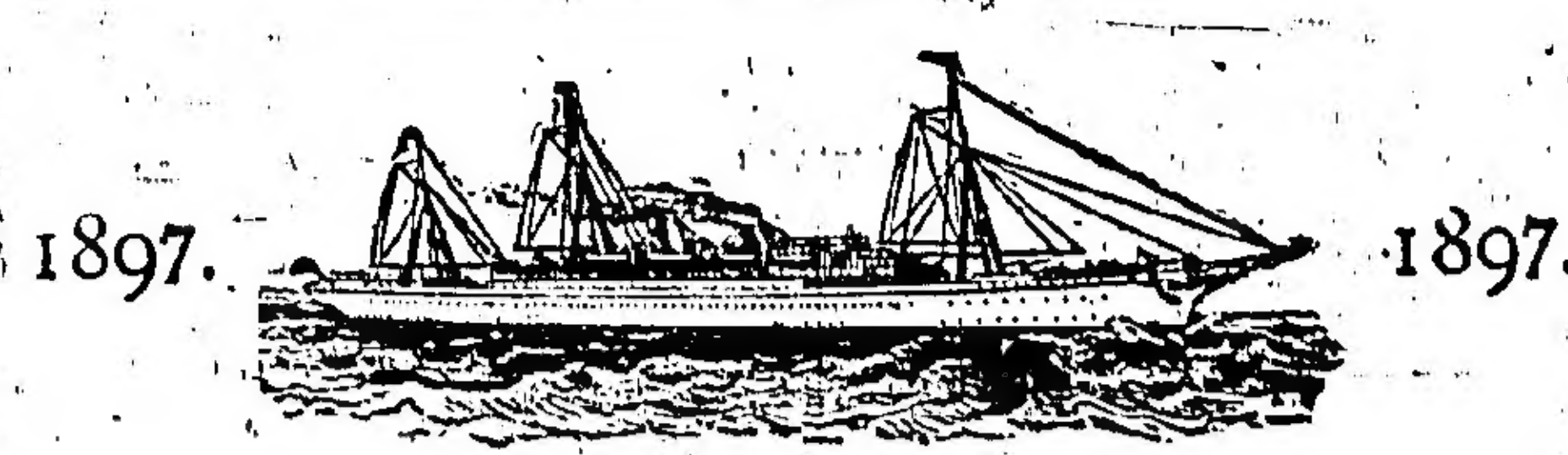
"FALLS OF DEER."
Lock, Master, shortly expected, will lead here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 4th February, 1897.

FOR SAN FRANCISCO.
THE American Bark

"COLOMA."
Noyes, Master, will lead here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 10th February, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Ministers, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Fidell's Street.
Hongkong, 17th February, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 2nd March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 23rd March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 13th April, at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 2nd March, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Ministers, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 10th February, 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIHLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

HONGKONG, 14th February, 1897.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and the INTERIOR and EASTERN Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK ROUTE. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Braemar 3,601 | Wednesday | Feb. 24.
Tacoma 2,549 | Tuesday | Mar. 2.
Victoria 3,167 | Tuesday | Mar. 23.
Olympia 2,608 | Tuesday | April 3.
Braemar 3,601 | Tuesday | May 4.

THE Steamship

"BRAEMAR,"
Captain Porter, sailing at Noon, on WEDNESDAY, the 24th February, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co., General Agents.
Hongkong, 22nd February, 1897.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"RAVENNA,"
Captain C. T. Denny, R.N.R., carrying Elder Majesty's Mail, will be despatched from this Port on BOMBAY, &c., on THURSDAY, the 25th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London, (under management) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 11th February, 1897.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW-YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia Tuesday | 2nd March.
Sachsen Tuesday | 30th March.
Bayern Tuesday | 27th April.
Prins Heinrich Tuesday | 25th May.

ON TUESDAY, the 2nd day of March, 1897, at 9 A.M., the Company's Steamship "PREUSSEN," Captain P. Wetten, with MALE, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shippers Orders will be granted till Noon on SATURDAY, the 27th Feb. Cargo and Specie will be received on board until 1 P.M. on MONDAY the 1st March. Parcels will be received at the Agency's Office until Noon on MONDAY, the 1st March. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 3rd February, 1897.

Printed and Published by CHERRY, DUNCAN & Co., 5, Praya's Hill, in the City.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Raffles Buildings.